

AMENDMENTS TO THE SPECIFICATION

Please replace the following paragraphs rewritten in amendment format:

Page 3, line 13, - Another approach seeks to satisfy two types of knowledge sharing requirements. The first is the creation of a knowledge repository, e.g., a bookshelf type system. The other is an information delivery system, called a “cockpit” system, that gives push notification to support manufacturing operations. The direction of this approach is to support operations awareness and production problem solving. It is important to note that this direction is quite different from the direction of product improvement and innovation support. The scope of this conventional approach is assembly, test and manufacturing systems operational information and business scenario planning. Applications are provided for information capture, management, and distribution. Within this scope, the governing principle is to “copy exactly” (or replicate) data so that all people view a consistent, reliable set of information. This approach uses Documentum (an off-the-shelf document management system) to centrally manage the target documents and information. Commercially available SEMIO® software is used to support taxonomy building and management, viewing and information delivery. These technologies are used within a Microsoft 2000® software environment for supporting communication and coordination services. It is important to note that this approach uses a “cybrarian” to serve as a focal point for supporting the publishing process out of the local group.

Page 8, line 3 - Turning now to FIG. 1, the usefulness and functionality of the present invention can be better appreciated. As already discussed, the growing trend in the present-day economy is for two or more organizations to join together in a joint

“enterprise” in order to reap the benefits associated with economies of scale, resource efficiencies, technical specializations, etc. Thus, an organization 20 (such as an airplane aircraft manufacturer) might join together with an organization 22 (such as a raw materials vendor) to form an enterprise group 24 for the purpose of developing or improving a given technology (such as improving airplane aircraft skin panels). Organization 20 might have a plurality of collaboration groups 26, 28 made up of a plurality of individuals. Similarly, organization 22 (i.e., the vendor) will have a plurality of collaboration groups 30, 32 including a plurality of individuals. It is important to note that it is not uncommon for certain individuals such as individual 34 to be a member of a collaboration group 30 from another organization 22 as well as his or her own collaboration group 20. This boundary-crossing relationship presents significant problems under conventional approaches to technology management.

Page 11, line 4 - Turning now to FIG. 3, chart 66 shows a conceptual breakdown of the functions performed by the present invention. It will be appreciated that the notion of a “tree” provides an analogy for describing the basic functions that ~~need to~~ can be supported to operate the technology management system of the present invention. Chart 66 identifies the five basic functions as they relate to the tree analogy and represents the main infrastructure requirements that support and enable these functions. While the technology management system meets all of the requirements shown in column 68 of chart 66, it is important to note that the present invention can be divided into conceptual functions as shown in column 70 of chart 66.

Page 12, line 20 - Turning now to FIG. 4, the a preferred technology management system 46 is shown in greater detail. Generally, the management system

46 has a controlled lexicon 48 containing technology-specific terminology data. The controlled lexicon 48 can be thought of as a specialized thesaurus. For example, one such thesaurus has been developed by Boeing and contains 40,000 to 50,000 terms as well as approximately 20,000 connections between these terms. Many of the terms relate to various aspects of ~~airplane~~ aircraft manufacturing and design. Thus, in the preferred case, the terminology data relates to ~~airplane~~ aircraft technologies. It is useful, however, for the thesaurus to also include broader terms such as those used for vehicles, in general. Naturally, it is necessary to include terms dealing with general mechanical, electrical, hydraulic, and other disciplines, which may be the primary occupation of the suppliers of ~~airplane~~ aircraft parts and equipment. This enables the support of the extended enterprise discussed above.

Page 13, line 10 - It is important to note, however, that while the present invention will primarily be described with reference to the ~~airplane~~ aircraft manufacturing industry, the scope of the invention is not so limited. Thus, the technology management system of the present invention can readily be applied to the other technologies without parting from the nature and spirit of the invention. As such, any thesaurus or controlled lexicon can be used as appropriate for the type and scope of the enterprise making use of the system.

Page 16, line 15 - The metadata may further include title attribute information, where the title attribute information defines a title for the content. It will be appreciated that certain attributes 58 are particularly useful in searching (for example, date, title, and author), while other attributes 58 are more useful in managing the overall system (for example, steward, readiness, and location). It is important to note that the collaboration

tool 50 is customizable to meet the needs of the enterprise group as well as the individual. Commercially available technologies and software packages for implementing the collaboration tool 50 are listed in Tables I through IV below. The presently preferred package is Intraspect® software.